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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

50X1-HUM

COUNTRY	Poland	REPORT	
SUBJECT	Railroad Car Factory in Swidnica (Schweidnitz)	DATE DISTR.	25 November 1953
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		REFERENCES	50X1-HUM

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. The Swidnica Railroad Car Factory in Swidnica, a former German repair workshop for the State Railroads, was taken over by the Poles in 1945 and continued to be used for repair work until 1951. During the course of 1951, the workshops were converted to handle railroad car production. No repair work is now undertaken.
2. By the spring of 1952, the output of four-axle, open freight cars (with wooden sides, two doors to each side, and compressed air brakes) already amounted to 40 per month. Production was gradually stepped up, so that by December 1952, output had risen to 80 ~~wagons~~ per month. This figure was maintained until mid-May 1953. 50X1-HUM
3. the production of the Swidnica works is delivered to the Polish State Railways. However, in December 1952 part of the production (approximately 30 to 40 cars) was delivered to Bulgaria. The cars were marked with Bulgarian inscriptions and were taken over by a Bulgarian commission.

Legend

- a. Four-story administration building approximately 50 x 15 m.
- b. Recreation hall (formerly a gymnasium).
- c. Washrooms for workers, approximately 40 x 10 m.
- d. Assembly shop, approximately 160 x 100 m., from which run 12 tracks.
- e. General Store, single-floor building approximately 40 x 20 m.
- f. Transformer station (current supplied from Walbrzych).
- g. Boiler house with three boilers.
- h. Forge, approximately 50 x 20 m.
- i. Joiners' shop, approximately 50 x 20 m.
- j. Railway tracks.

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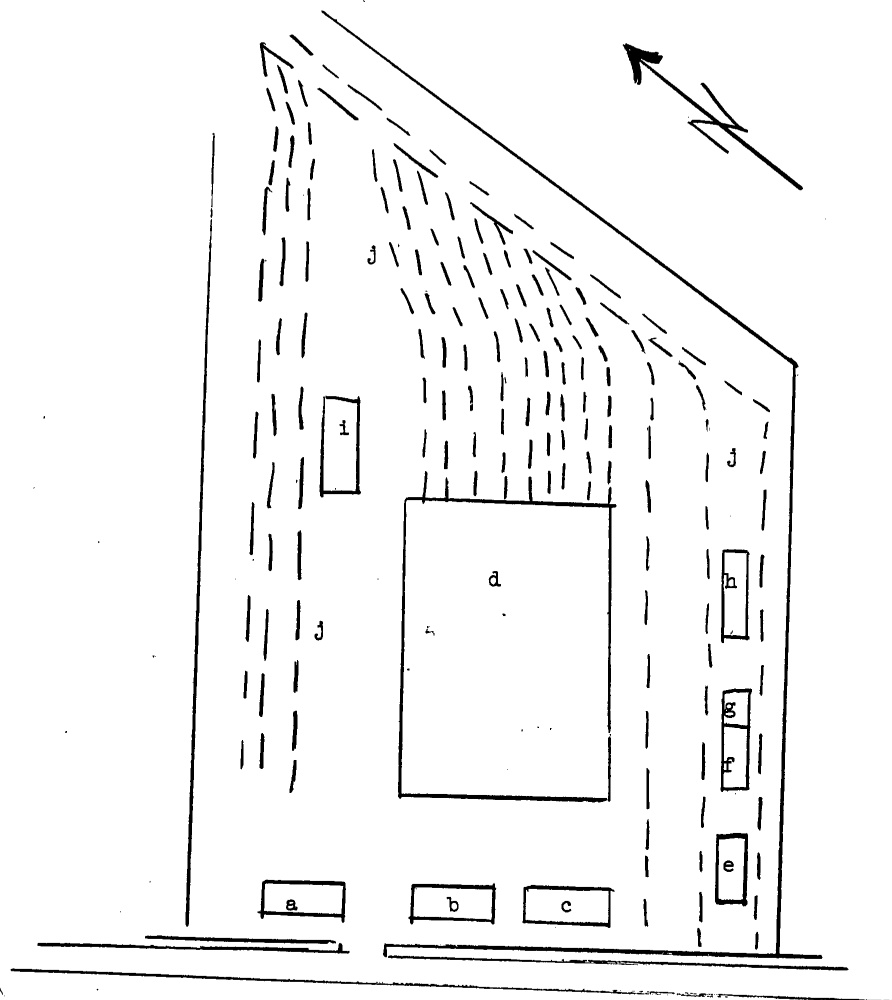
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Railroad Car Factory in Swidnica (Schweidnitz)



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